

## VICTORY WON AND WE AGAIN PUSH ON ONLY 8 MILES TO MALOLOS

Filipinos, Led by Aguinaldo, Are Whipped at Marilao and Our Troops Take the Town—The Way Now Is Through Jungle, but Otis Wires That the Enemy Will Not Be Allowed a Chance to Rest.

21 Kansans Swim a River and Capture 80 Armed Rebels Within Their Intrenchments—General Hale Reported Wounded—Washington Men Storm and Capture a Flaming Block House.

CASUALTIES OF THE LAST TWO DAYS OF FIGHTING NORTH OF MANILA.  
KILLED—3 OFFICERS, 25 ENLISTED MEN.  
WOUNDED—9 OFFICERS, 203 ENLISTED MEN.

Special Cable to the New York Journal and Advertiser.  
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By JAMES CREELMAN.

**MANILA, March 27.**—Three days of hard fighting and constant progress in the face of the enemy have tested the endurance as well as the courage of the American troops. The test is magnificently endured.

To-night the American advance is at Marilao, while the Filipinos are slowly retreating upon Malolos, the seat of Aguinaldo's self-constituted government, the rear guard stubbornly resisting the forward movement of the American troops. The advance toward Malolos will be resumed tomorrow.

Considering the activity of the fighting the loss to the American troops is small.

The movement of to-day was in fulfillment of the plan of the corps commander, Major-General E. S. Otis, to give a decisive blow to the Filipino army and effectually to crush the rebellion directed by Aguinaldo. This leader was himself in command of the Filipino forces to-day, but his presence accomplished nothing in the way of checking the assault of the American columns.

The experiences of the day, while constituting a series of victories for the Americans, show that the plan to nip Aguinaldo and his fighting Filipinos between two columns of the American forces has not been executed. The Filipinos move too rapidly to be penned by two advancing lines, and hence the conditions change into a steady advance of the Americans and a steady retreat of the Filipinos. The decisive battle is delayed, therefore, and probably will not happen until the American troops reach Malolos.

### Fighting Along the Railroad.

The advance of the Americans is led by Major-General MacArthur. The brigades in his division participating in the fighting of the day are commanded by Brigadier-Generals Hale, Wheaton and Harrison Gray Otis. The route of the troops is along the Dagupan Railroad.

Sunday night the brigades of Otis and Hale encamped in the enemy's trenches at Meycauyan. General Wheaton's brigade had formed a junction with the remainder of General MacArthur's division at Malinta. General Wheaton remained at Malinta while the other brigades marched along the railroad to Meycauyan and took the strong intrenchments with characteristic dash and intrepidity, seven Americans being killed and twenty-five wounded.

This morning the American forces advanced from Meycauyan, Harrison Gray Otis leading his brigade on the left of the railroad track, General Hale's brigade taking the right side of the track. The resistance was inconsiderable until the Americans approached the Marilao River, within sight of the white roofs and steeples of the town of Marilao.

### Stubborn Resistance.

The Filipinos made a stand on the banks of the river on the town side and delivered an effective fire as the Americans came near the water. The river is too deep to ford. The fire was so effective that the Filipinos engaged in the action are deemed to be trained soldiers, probably members of the militia which the Spaniards organized. The Filipinos were in intrenchments designed by capable engineers and constructed with care and thoroughness.

The American infantry could not do effective work against an enemy occupying this strong position across a deep river, but the American field artillery swung into action and put a prompt and dramatic conclusion to the battle.

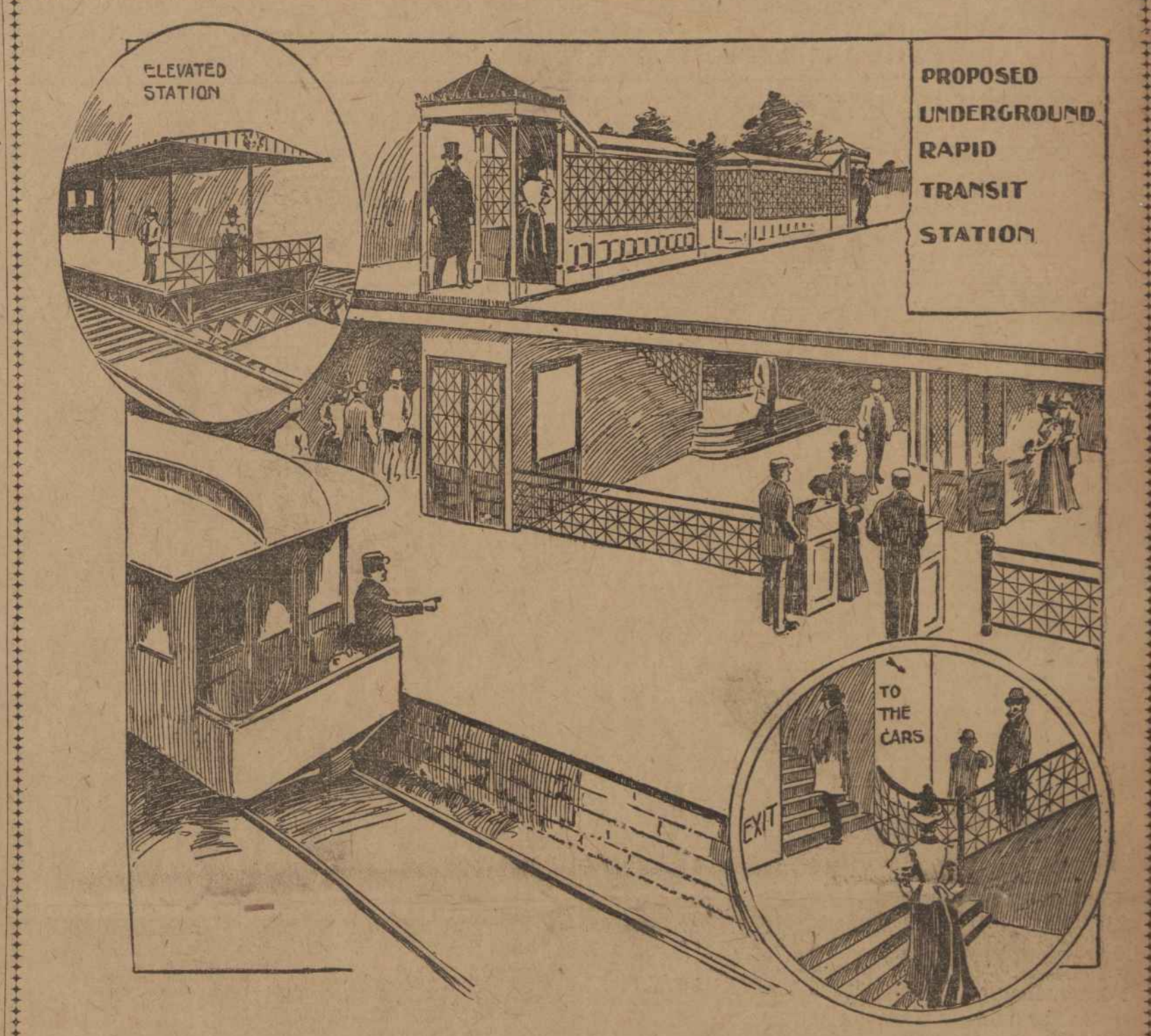
Approaching under cover of bushes to a clear space not more than sixty yards from the trenches, the artillerymen dashed into plain view, shouting as though in full charge and prepared to fire. Knowing the effect of artillery, the Filipinos were eager to quit before they received a rain of shell. A hundred or more fled from the trenches, while others remaining hastily displayed a white flag and shouted "Amigos" (friends).

The infantry had been chafing at not getting into the action and some daring Kansans declared that no river could keep them away from an enemy. Colonel Funston, calling on strong swimmers to follow him, jumped into the water. Twenty of his men went after him. Landing on the left of the railroad bridge, Colonel Funston and his twenty dripping Kansans captured eighty prisoners with all their arms.

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## METROPOLITAN OFFERS TO BUILD UNDERGROUND ROAD FOR RAPID TRANSIT



### HOW NEW YORKERS MAY TRAVEL ON THE UNDERGROUND WITHIN THREE YEARS.

Showing a station of the Rapid Transit Road and its approaches from the street, as planned by the Commissioners' engineers, whose specifications the Metropolitan syndicate will follow if it is allowed to construct the road.

### What the Metropolitan Syndicate Proposes—Told in a Nutshell.

- 1—Main part of the road to Kingsbridge to be built immediately.
  - 2—The system to be completed when the first section pays 5 per cent profit.
  - 3—The road to be leased to the Metropolitan Street Railway Company.
  - 4—Five cent fares, except on express trains.
  - 5—Three cents extra for transfers to surface lines.
  - 6—Transfer stations and track connections with surface lines to be established at convenient points.
  - 7—Express trains, at thirty miles an hour, fare ten cents, including right of transfers to surface roads.
- The company to have the right to sub-lease to others space for electric wires and other conductors.  
No extra fare for carrying New York Central and New Haven commuters up and down town.  
Compensation to the city, 5 per cent on the gross receipts, if a surplus above operating expenses remains.  
The railroad property to be exempt from taxes until it earns 5 per cent profit.  
Cost of construction to be supervised by the Commission.  
Arbitration of differences between the companies and the Commission.

In Return It Asks for a Lease in Perpetuity to Operate It in Connection with Its Surface Lines on a Five Per Cent Rental.

**WILLIAM C. WHITNEY** and the Metropolitan Street Railway Company's leading spirits propose to build and own in perpetuity the Rapid Transit Underground Railway.

Their proposition to this effect, presented to the Rapid Transit Commissioners yesterday, was received with evident favor. The Commission, not having the power to meet the offer and close with it, voted at once to ask the Legislature for such authority.

The Metropolitan syndicate's scheme, as submitted by its counsel, has for its main points:

Construction of the tunnel road on the Commission's plans by a new company to be formed.

A perpetual lease of the road by the tunnel company to the Metropolitan Traction Company, the city to receive 5 per cent of the gross receipts when they exceed operating expenses.

A system of exchanges and connections of the underground road with surface lines.

The line to be built to Fort George at once, the branches to the north and east when the first shall become profitable.

If the Legislature grants the powers asked for, the Commission will then be at liberty to accept or reject the plan.

If it is accepted, rapid transit, controlled by the Metropolitan Street Railway Company, will be a fact within three years.

The leading members of the syndicate are William C. Whitney, of New York; Thomas Dolan, P. A. B. Widener and William L. Elkins, of Philadelphia. The company is not yet in existence, but the money is in sight, ready on a minute's notice.

### THE PLAN CAME OUT OF A CLEAR SKY.

No One Suspected the Sensation Till the Mayor and Comptroller Were Sent For.

The Rapid-Transit Commissioners met in the Chamber of Commerce rooms in the Mutual Life Building yesterday, as usual, in secret session. As usual, the Mayor and Comptroller Color, ex-officio members of the Commission, were absent. So far as appearances went, it was just another such meeting as has sent a half contemptuous smile to every New Yorker's face whenever the deliberations and the undoubtedly vast labors of the body have been mentioned.

After a time the Mayor and Comptroller were sent for. The significance of this was apparent at once. It was evident that something definite had come out of the negotiations with the Metropolitan. The city's two principal officers arrived at the chamber separately, and were swallowed up in the council.

**Session Lasted Three Hours.**  
They came out together, beaming with suppressed satisfaction. "Not a word to say," was their reply to the questions of the reporters. The session of the Commission lasted three hours, and then the secretary, Mr. Deland, announced results by giving out copies of the Metropolitan syndicate's proposals, together with this manuscript from the Board's minutes:

Resolved, That the counsel of the Board be and they are hereby required to prepare such amendments to the Rapid Transit law as may be needed to enable the Board to consider and act upon propositions of the character of that submitted in behalf of the Metropolitan Street Railway Company, and to prepare also a draft memorial to the Legislature, to be submitted to the Board on Wednesday next, at 5 o'clock p. m.

It had been adopted by the following vote:  
Aye—Messrs. Orr, Van Wyck, Color, Claffin, Stearns, Langdon and Rivers.  
Noes—None. Carried.

The members of the Commission were as dumb, orally, as the Mayor and the Comptroller. But Mr. Orr, the chairman, and Mr. Rivers, who helped him conduct the business with the Metropolitan, had prepared statements which apparently expressed the views of Messrs. Claffin, Stearns and Langdon as well.

Their opinion of the project under consideration is that half a loaf is better than no bread; that a municipal railroad would be best if there was a prospect of it being built; that since there is no prospect, the Metropolitan scheme has advantages over coming any other object, able features which it may possess.

It was not intended at first to make the development public, but it was decided to hold it hot to hold. While the board was in session, even the facts were on the table and it was decided

## HOW MRS. STANFORD MADE \$1,000,000.

Her Sale of Her Entire Holding of Central Pacific Stock Netted Her That Much More Than It Was Worth a Year Ago.

San Francisco, Cal., March 27.—It became known here to-day that during the sojourn of Mrs. Jane L. Stanford at New York she disposed of her entire holding in the Central Pacific, represented by 33,300 shares, at \$32 a share, making a total of \$1,731,600. This means a profit to the Stanford estate of about a million dollars, realized within four months. In the winter of 1898 Central Pacific stock was quoted at \$20.

The deal, it is understood, will have no bearing on the reorganization of the road, nor on Mrs. Stanford's standing in Southern Pacific affairs.

**SHARP PRACTICE DELAYS AMSTERDAM AVENUE BILL.**  
Albany, March 27.—Just before the Amsterdam Avenue bill was reached on the Senate calendar to-night Senator Parsons moved to adjourn. The motion could not be debated, and many Senators voted "aye," in ignorance of the important measure awaiting action. It will come up tomorrow, and unless it is again stilled by its enemies with amendments, it will pass.

There was a deal of gossip about new amendments. It was said that Senator Elin R. Brown had an amendment prepared. "I have no amendment," he said. "If any amendments are offered I shall choose the least objectionable and vote for it. It has been my opinion that the bill is unconstitutional in its present shape. I shall vote for the bill on final passage."

If the bill gets through the Senate it will surely pass the House. There is a chance for it getting through both houses this week.

**THIRTEEN VESSELS CAUGHT IN THE ICE.**  
Halifax, March 27.—Twelve schooners, besides the steamer Gaspesia, are reported jammed in the ice off the Magdalen Islands, Gulf of St. Lawrence. The Gaspesia is now seven miles southwest of Amherst Island. She is wedged in and is drifting to whatever direction the ice happens to be moving.

She signalled to-day that she is running short of coal, water and general provisions, but all on board are well. She has now been imprisoned by the gulf ice for over a month.



Filipino Troops in the Streets of Malolos

Malolos is the seat of Aguinaldo's Government and thither his army retreated before the advance of General MacArthur's division. The decisive battle is likely to be fought at this town, which is the objective point of the march from Manila to the northward.